

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on TUESDAY, the 24th day of March, 1897, at 4 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th March, 1897.

Particulars and Conditions of the Letting by Public Auction, to be held on TUESDAY, the 24th day of March, 1897, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, together with Erection and Buildings thereon, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lot.

No. of Lot.	Locality.	Boundary.	Area.	Value.
1	Lot 142.	75.6 0.0 0.4	4.0 0.0 0.0	5.00

To-day's Advertisements.

NOTICE.

DURING My Temporary ABSENCE from the COLONY Mr. D. MACDONALD has been appointed ACTING ENGINEER SUPERVISOR for the 'BUREAU VERITAS'.

JOHN W. KINGHORN,
Hongkong, March 20, 1897.

TO LET.

FURNISHED OR UNFURNISHED.

'SUN KAM SHAN' VILLA, ROBINSON ROAD, CORNER OF PIER ST., opposite 'The Bungalow'.

From or after 10th April, 1897.

Apply at House, or to
JOHN LEMM, Architect,
64, Queen's Road Central.

Hongkong, March 20, 1897.

PUBLIC AUCTION.

VALUABLE & USEFUL HOUSEHOLD FURNITURE.

FINE SPORTING GUNS, IVORY CARVINGS, CAMERAS, Etc., Etc.

THE Undersigned has received instructions to sell by Public Auction, on SATURDAY, the 27th day of March, 1897, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street, (For Account of Sunday Papers).

A QUANTITY OF VALUABLE AND USEFUL HOUSEHOLD FURNITURE.

Comprising:—

DRAWING ROOM SUITS in RED PERSIAN, QUOTE NEW, BEVELLED OVAL TABLES, FINE CHINA AND WHITE TABLES, ETC., ETC., ETC.

HANDSOMELY CARVED CANTON BLACKWOOD CHAIRS, STAND, and PAIR of FINE BLACKWOOD MARBLE TOP TABLES, ETC., ETC., ETC.

A FINE LOT of JAPANESE IVORY CARVINGS and CLOISONNES.

A FINE DOUBLE BARREL CENTRAL FIRE GUN, TOP LEVER ACTION, in CASE COMPLETE, by W. WATSON, of 4, Pall Mall, LONDON, EARLY NEW, SEVERAL FINE SPORTING GUNS, SHOOTING GEAR AND ARMS, ETC.

ONE PHOTOGRAPHIC CAMERA, with its FULL SET.

TEA SERVICE, with BEVELLED GLASS, EXTENSION DINING TABLE, MORNING COVERED DINING CHAIRS, FINE CHINA, DISHES, WARDROBES, GLASS, and CROCKERY, ETC., ETC., ETC.

ONE BRASS BEDSTEAD, SEVERAL IRON and REAS-MOUNTED BEDSTEADS and FITTINGS, MARBLE TOP WARDROBES and DRAWING ROOM CHAIRS, with BEVELLED GLASS, DOORS AND PLAIN, and SUNDAY OTHER BEDROOM FURNITURE and BATHROOM REQUISITES, ETC., ETC.

ONE PATENT ENGLISH MANGLE.

ONE AMERICAN FREMONT TYPE WRITER, NEARLY NEW, and SUNDAY OTHER EFFICIENT.

Also,

THE MOST OILED OF THE WARDROBE MEN OF H.M.S. 'OSCEANUS', COMPREHENSIVE TWO PLATE, CUTLERY, TABLE NAPERY, GLASS and CROCKERY WARE, FINE REQUISITES, COOKING UTENSILS, Etc., Etc.

Also,

ONE COTTAGE PLANT in SOLID MAHOGANY CASE, BUILT for the QUEEN, by JOHN DUNNIBAL and Sons, in FIRST CLASS CONDITION.

Catalogues will be issued previous to the Sale. On view from Friday, the 2nd April.

TERMS OF SALE:—As by Auctioneer.

GEORGE P. LAMMEET,
Auctioneer.

Hongkong, March 20, 1897.

FROM SEATTLE, YOKOHAMA AND KOBE.

THE Company's Steamship *Wakouha*, having arrived from the above Ports, consignees of cargo are requested to take immediate delivery of their goods on ship or from alongside. Any cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

Bills of Lading will be countersigned by the

NIPPON YUSEN KAISHA.

Hongkong, March 20, 1897.

ORINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

The Co.'s Steamship *Changsha*, Captain WILLIAMS, will be despatched as above on THURSDAY, the 1st April, at 4 p.m.

For Freight or passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 20, 1897.

ORINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

The Co.'s Steamship *Changsha*, Captain WILLIAMS, will be despatched as above on THURSDAY, the 1st April, at 4 p.m.

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Hongkong, March 20, 1897.

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For Freight or passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 20, 1897.

To-day's Advertisements.

THEATRE ROYAL.

SOCIETY'S REUNIONS.

'Stand Back!' 'Stand Back!!' 'Stand Back!!!'

'Don't crush that boy to death.'

'Mind the Child.'

'Keep your elbow out of my eye.'

The above are a few of the expressions heard on Saturday night among the singing crowd outside the City Hall fighting their way in to see

HUDSON'S SURPRISE PARTY.

The DONATORS OF MIRTH AND MUSIC.

A FACT.

Never before has such success been so

Never before has such satisfaction been so

Never before has such a Warm Welcome been accorded to any Company.

ELECTRIC SUGGESTIONS.

And Screens upon Screens of Laughter at the

A GREAT DEMONSTRATION.

Accorded by a picked house on Saturday night a witness this unique and

amusing entertainment.

AND 'DON'T FORGET IT' THIS (MONDAY) EVENING.

Last time in Hongkong of the present MONSTER BILL OF NOVELTIES.

PRICES—\$3, \$2 & 1. Box plan at Mr. W. Robinson's Music Depot. Seating begins 9.15.

THOS. P. HUDSON.

SPECIAL NOTICE.

TO-MORROW (TUESDAY) March 24th.

VICE-REGAL COMMANDER, NIGHT.

Under the immediate patronage and presence of H.E. THE GOVERNOR.

SIR W. ROBINSON, K.O.M.G.

And a large party from Government House.

COMPLETE CHANGE OF PROGRAMME.

Hongkong, March 20, 1897.

GOVERNMENT NOTIFICATION.

No. 112.

INFORMATION has been received from the

MILITARY AUTHORITIES that

ARTILLERY PRACTICE will take place

from the 21st to the 24th March, 1897, (SUNDAYS

excepted), between the hours of 8 a.m. and 5 p.m. DAILY, as follows:—

From Belcher's in Westerly and North-

Westerly directions.

From Lyngau in Easterly and North-

Westerly directions.

All Ships, Junks and other Vessels are

cautioned to keep clear of the ranges.

The inhabitants of the Houses near Bel-

cher's are warned to keep their glass win-

dows open during the practice, and all people

working in the vicinity of Belcher's Battery

are also warned to keep clear of that part

which will be indicated by gunners placed

on sentry for the purpose.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 27th March, 1897.

STEAMSHIP YANTSE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London,

ex S.S. *Comedore*, and from Bordeaux,

ex S.S. *Ville d'Arras*, in connection with

above Steamer, are hereby informed that

their cargo are being landed and stored at

their risk into the Godowns of the HONGKONG

AND KOWLOON WHARF AND GODOWNS

COMPANY, LIMITED, at Kowloon, whence

delivery may be obtained immediately after

landing.

Optional Cargo will be forwarded on

unless intimations is received from the Con-

signees before 10 a.m. TO DAY, requesting it

to be landed here.

Bills of Lading will be countersigned by the

Undersigned.

Goods remaining unclaimed after SATUR-

DAY, the 3rd April, will be subject to

sale and landing charges.

All Claims must be sent in to me on or

before SATURDAY, the 3rd April, or they

will not be recognised.

All Damaged Packages will be examined

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Hailong*, Captain DAVIS, will be despatched for the above

Ports TO-MORROW, the 30th Instant, at Noon.

DOUGLAS LAIRRAIK & Co.,
General Managers.

Hongkong, March 20, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Patroclus*, Captain DICKENS, will be despatched as above at

Noon, TO-MORROW, the 30th Instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 20, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship *Changsha*, Captain FRAZER, will be despatched as above at

Noon, on WEDNESDAY, the 31st Inst.

For Freight or passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 20, 1897.

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN).

The Steamship *Adelta*, Captain MALDEN, will be despatched for the above

Ports on FRIDAY, the 2nd April, at 5 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or passage, apply to

SIEMSEN & Co., Agents.

Hongkong, March 20, 1897.

'SHELL' LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORKKOP, LUND, GEFLE, DANTZIG and KONGSBERG, with transshipment in HAMBURG).

The Co.'s Steamship *Courier*, Captain PARSONS, will be despatched as above on

SATURDAY, the 10th April.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, March 20, 1897.

SHIPPING.

ARRIVALS.

March 20.—

Taiwan, British str., from Canton.

Yongfa, French str., 3,055, Lidon, Mar-

saillies February 21, and Saigon March 25,

Mails and General.—MESSAGERIES MARITIMES.

Kintuck, British steamer, 3,550, Cleme-

de la Perelle, Liverpool Feb. 14, and Singa-

pore March 22, General.—HOLLAND, WISE & Co.

March 20.—

Hailong, British str., 784, W. Davis,

Swatow March 23, Amoy 27, and Swatow

28, General.—DOUGLAS STEAMSHIP CO.

Namoa, British steamer, 862, T. Hall,

Swatow March 28, General.—DOUGLAS STEAMSHIP CO.

China, German steamer, 1,114, P. Voss,

Singapore March 24, Rice and General.—

STERNBERG & Co.

Holencallan, German steamer, 2,030, A.

Blecker, Yokohama March 19, Kobe 22,

and Nagasaki 24, Mails and General.—

MELBOURNE & Co.

Changsha, British str., 3,000, J. E. Wil-

liams, Sydney March 12, Townsville 16,

and Thursday Island 19, General.—BUT-

TERFIELD & SWIRE.

Jacob Dietrichsen, German str., 623, H.

Schubert, Haiphong March 24, and Hai-

phong 27, General.—JENSEN & Co.

Yokohama Maru, Japanese str., 1,556,

J. Y. Allen, Seattle, via Port Feb. 23,

General.—NIPPON YUSEN KAISHA.

Hailan, French steamer, 377, Goepel,

Haiphong March 25, General.—A. R. MAR-

REY.

Frej, Danish steamer, 360, Funder,

Haiphong March 26, General.—A. R. MAR-

REY.

Hunan, British steamer, 1,658, Fraser,

Singapore March 21, General.—BUT-

TERFIELD & SWIRE.

Despatch, British steamer, 1,057, R.

Curtis, Bangkok March 22, General.—

MEMOS. FOR TO-MORROW.

Shipping.

9 a.m.—German Mail Steamer leaves for Bremen and Ports of Call.

Noon.—Hailong leaves for Swatow, &c.

Noon.—Patroclus leaves for London, &c.

Auctions.

4 p.m.—Auction of Crown Land at No. 9 Police Station, Calne Road.

General Memoranda.

WEDNESDAY, March 31.—

Goods per *Adelta* undelivered after this date subject to rent.

THURSDAY, April 1.—

9 p.m.—Meeting of Zealand Lodge.

FRIDAY, April 2.—

Goods per *Hailan* undelivered after this date subject to rent.

9 p.m.—Convocation of Victoria Chap-

ter.

SUNDAY, April 4.—

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Mertha*, Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Honorable & Messrs. W. & A. G. G. & Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st April, at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, March 26, 1897. 622

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Chelydra* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 27th Instant, will be landed at Consignees' risk and expense into Godown at East Point.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., General Managers.

Hongkong, March 25, 1897. 613

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE S.S. *Albatross*, Captain O. Rowsell, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honorable & Messrs. W. & A. G. G. & Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th Instant, at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., Agents.

Hongkong, March 26, 1897. 607

INSURANCES.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £250,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,900,000.
TOTAL ANNUAL INCOME, £250,000.

THE Undersigned, having been appointed Agents of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1895, £12,433,131.

Authorized Capital, £3,000,000.00
Subscribed Capital, £2,700,000.00
Paid-up Capital, £2,687,500.00
Fire Funds, £2,601,016.2.9

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, July 23, 1896. 1547

Intimations.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers.

Nautical, Scientific and Meteorological Instruments.

YORKLANDER'S CELEBRATED BINOCULARS and TELESCOPES.
RUGGER'S LANTERN and OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.

DIAMOND JEWELLERY, A Splendid Collection of the Latest London Patterns, at very moderate prices. 724

Relieves the scalding pain at once and cures all discharges from the genital-urinary organs in either sex in 48 hours.

Santal Midy is a specific for Gonorrhea, Cystitis, and all causes of incontinence.

Beware of imitations. Each tin of Santal Midy bears the name of the proprietor.

S. RUE VIVIER, PARIS.

For Sale by A. B. Watson & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship *Nemac*, Captain HALL, will be despatched for the above Ports on WEDNESDAY, the 31st Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, March 27, 1897. 634

NIPPON YUSEN KAISEA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES.

The Co.'s Steamship *Kushin Maru*, Capt. W. THOMPSON, will be despatched as above on FRIDAY, the 2nd April, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to NIPPON YUSEN KAISEA.

Hongkong, March 25, 1897. 627

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI & KOBE.

The Co.'s Steamship *Vindobona*, Captain G. BULLER, will leave for the above Places on April 2nd Next.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, March 27, 1897. 629

FOR NEW YORK VIA SUEZ CANAL.

The British Steamship *Breconshire*, Captain FRANKS, will be despatched for the above Port on or about the 3rd April.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, March 5, 1897. 437

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

The Co.'s Steamship *Chintan*, Capt. BULLER, will be despatched as above on MONDAY, the 5th April, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, March 25, 1897. 611

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Irion*, Captain NISHI, will be despatched as above on MONDAY, the 5th April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 26, 1897. 605

WARRACK LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Macduff*, Captain THOMPSON, will be despatched for the above Ports on TUESDAY, the 6th April, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, March 25, 1897. 569

NIPPON YUSEN KAISEA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, RUSAN AND GENSAN.

The Co.'s Steamship *Tokumi Maru* will be despatched as above on FRIDAY, the 9th April, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISEA.

Hongkong, March 23, 1897. 587

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Osoboro*, R. CORNARD, Commandant, will be despatched as above on or about the 9th April, 1897.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, March 25, 1897. 604

FOR NAGASAKI & VLADIVOSTOCK.

The German Steamer *Josef Dietrichs*, Captain SCHLITTE, will be ready to load here on or about FRIDAY, the 8th April, for the above Ports and will have quick despatch.

For Freight, apply to MELOHERS & Co., Agents.

Hongkong, March 17, 1897. 551

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Chelydra*, Captain GARR, will be despatched as above on WEDNESDAY, the 31st Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, March 25, 1897. 612

NIPPON YUSEN KAISEA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA MOJI, KOBE AND YOKOHAMA.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.

The Co.'s Steamship *Wakamatsu Maru*, Captain ALLEN, will be despatched hence on THURSDAY, the 1st April, at 4 p.m., for Moji and Kobe, forming connection at the latter Port with the Company's Steamship *Matsumoto Maru*, which will take on the Cargo and Passengers destined for SEATTLE and PORTLAND.

Consular Invoices for the United States should be in Quadruplicate, and one Copy must be mailed by the Steamer to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISEA.

Hongkong, March 22, 1897. 588

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamer *Guthrie*, Captain GUTHRIE, will be despatched for the above Ports on SATURDAY, the 3rd April, at 11 a.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, March 26, 1897. 621

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU.

The Co.'s Steamship *Timon*, Captain PEARCE, will be despatched as above on SATURDAY, the 3rd April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 24, 1897. 600

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

Proposed Sailings from Hongkong, 1897. (SUMMIT TO ALTERNATION.)

Chitang..... 2,608 | Saturday | April 3.
Brecon..... 3,001 | Tuesday | May 11.
Tacoma..... 2,649 | Tuesday | May 25.
Victoria..... 3,107 | Tuesday | June 8.
Olympia..... 2,608 | Tuesday | June 29.
Brecon..... 3,001 | Tuesday | July 27.

THE Steamer *OLYMPIA*, Captain ROBERTSON, sails at Noon on SATURDAY, the 3rd April, for the ISLANDS (Wash.), calling at YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, March 26, 1897. 450

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR MARSEILLES, HAVRE AND LONDON.

(Without Transshipment.)

Calling at SAIGON and SINGAPORE.

The Co.'s Steamship *Guatiquiver*, Captain VINCENZI, will be despatched for the above Ports on or about the 5th April.

For Freight, apply to G. DE CHAMPEAUX, Agent.

Hongkong, March 26, 1897. 623

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE (DIRECT).

The Co.'s Steamship *Osoboro* will be despatched as above on MONDAY, the 5th April, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, March 25, 1897. 610

AMERICAN SYSTEM OF DENTISTRY.

63, QUEEN'S ROAD CENTRAL.

CHADWICK KEW.

(Late of Paris & Norm.)

Hongkong, December 19, 1896. 550

Shipping.

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.I. British ship *Falls of Dee*, Lock, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, February 4, 1897. 243

FOR SAN FRANCISCO.

The American Barque *Coloma*, Noves, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, February 10, 1897. 234

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Proposed Sailings from Hongkong.

SUMMIT TO ALTERNATION.

Sachsen..... Tuesday | March 30.
Bayer..... Tuesday | April 27.
Prinz Heinrich..... Tuesday | May 25.

TO-MORROW, the 30th day of March, 1897, at 9 a.m., the Company's S.S. *SACHSEN*, Captain SUMMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NANTES and GENOA.

Shipper's Orders will be granted till Noon on SATURDAY, the 27th March, and Specie will be received on board until 5 p.m. on MONDAY, the 29th March, and Parcels will be received at the Agency Office until Noon on MONDAY, the 30th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to MELOHERS & Co., Agents.

Hongkong, March 29, 1897. 458

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the UNITED STATES AND CANADA and to EUROPE.

HONGKONG to LONDON, \$400.
Excellent accommodation. First class Table. Pacific and Seafood carried.

HONGKONG to NEW YORK, \$850.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA, \$225.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Service.

Proposed Sailings from Hongkong. (SUMMIT TO ALTERNATION.)

Olympia..... 2,608 | Saturday | April 3.
Brecon..... 3,001 | Tuesday | May 11.
Tacoma..... 2,649 | Tuesday | May 25.
Victoria..... 3,107 | Tuesday | June 8.
Olympia..... 2,608 | Tuesday | June 29.
Brecon..... 3,001 | Tuesday | July 27.

THE Steamer *OLYMPIA*, Captain ROBERTSON, sails at Noon on SATURDAY, the 3rd April, for the ISLANDS (Wash.), calling at YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, March 23, 1897. 599

NOW READY.

Vol. XXII.—No. 2.

'CHINA REVIEW' CONTAINS

The Hong Shao or Meaco Dialect. Supplementary Notes on the History of Hongkong.—1882 to 1890.

Some Most Points in the Giles-Lookhart Controversy.

Mr. Lockhart's Manual of Chinese Quotations.

Mr. Parker as a Translator.

Notes and Questions on the History of the 19th Century.

Errata.

Miscellaneous Notes.

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Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu)..... Thursday, April 1, at noon.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu)..... Thursday, April 22, at noon.

Copita (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu)..... Tuesday, May 11, at noon.

THE Steamer *DORIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 1st April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Passengers should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

HONGKONG MARKET PRICES.

Corrected to Saturday, March 27, 1897.
At 1020 Cash per Dollar Mexican.

Butcher Meat.	Chinese Names.
Bacon, English, lb.	來路烟猪肉
" Amer. Sugar cured, 340	花旗烟猪肉
" Foochow, 200	福州烟猪肉
" Japan, cured, 240	日本烟猪肉
Beef sirloin & prime cut, catty 140	尾龍扒
" Corned, catty 140	鹹牛肉
" Roast, 130	豉肉
" Soup, 140	牛腩
" Steak, 120	牛腩
Bullock's Brains, per set 60	牛腦
" Tongue fresh, each 250	鹹牛利
" Corned, 310	牛心
" Head, 560	牛肩
" Heart, 160	牛腰
" Hump, salt catty 140	牛尾
" Feet, each 60	牛肝
" Kidneys, 50	牛肚
" Tail, 100	牛仔頭
" Liver, catty 70	牛仔頭
" Tripe (undressed) catty 60	牛仔頭
Calves Head and Feet, set 500	花旗火腿
Hams, American, lb. 340	金華火腿
" Chinese, 450	來路火腿
" English, New, 280	日本火腿
" Japan cured, 280	上海火腿
" Shanghai, 200	羊腩
Mutton Chop, 160	羊腩
" Leg, 150	羊腩
" Shoulder, 120	羊腩
Pigs' Chittlings, catty 70	羊腩
" Feet, 110	羊腩
" Fry, 100	羊腩
" Head, each 60	羊腩
" Heart, 50	羊腩
" Kidneys, 70	羊腩
" Liver, lb. 160	羊腩
" Sucking 170	羊腩
" Suet, Beef, lb. 110	羊腩
" Mutton, 100	羊腩
" Veal, catty 130	羊腩

Poultry.	Chinese Names.
Chicken, catty 180	雞仔
" Capons, 220	雞仔
" Ducks, each 150	鴨仔
" Doves, 120	鴿仔
" Eggs, Hen, doz. 110	鴨仔
" Duck, 180	鴨仔
" Gosse, 150	鴨仔
" Hares, each 400	鴨仔
" Musk Deer, 30.00	鴨仔
" Partridges, 400	鴨仔
" Pigeons, 250	鴨仔
" Pheasants, brace 600	鴨仔
" Rice Birds, doz. 140	鴨仔
" Quail, each 130	鴨仔
" Snipe, 130	鴨仔
" Turkeys, Cock, catty 600	鴨仔
" Hen, 400	鴨仔
" Teal, each 400	鴨仔
" Wild Ducks, pair 8.0	鴨仔

Fish.	Chinese Names.
Barbel, catty 160	加魚
" Bream, 80	加魚
" Bombay Duck, 100 pieces 250	加魚
" O'ion Fresh Water Fish, catty 100	加魚
" Carp, 80	加魚
" Catfish, 80	加魚
" Codfish, 80	加魚
" Crabs, 160	加魚
" Outlet Fish, 80	加魚
" Dab, 80	加魚
" Dace, 80	加魚
" Dog Fish, 80	加魚
" Eels, Congor, 200	加魚
" Fresh water, 200	加魚
" Hils, Yellow, 160	加魚
" Pike Fish, 80	加魚
" Frog, 80	加魚
" Fresh Fish, 80	加魚
" Garupa, 200	加魚
" Gudgeon, 80	加魚
" Gurnard, 80	加魚
" Harbinger, 180	加魚
" Herring, 180	加魚
" Haddock, 110	加魚
" Labrus, 180	加魚
" Loach, 160	加魚
" Lobster, 110	加魚
" Mackerel, 110	加魚
" Monk Fish, 110	加魚
" Mullet, 110	加魚
" Oyster, 170	加魚
" Perch, 110	加魚

Vegetables.	Chinese Names.
Artichokes, Shanghai, catty 70	上海洋菜
" Beans, (French), 120	佛蘭西豆
" Long, 30	紅菜
" Beet Root, each 30	紅菜
" Brinjals, Green, catty 40	紅菜
" Red, 40	紅菜
" Bransies, 20	紅菜
" Bamboo Shoots, 90	紅菜
" Cabbage, Chinese com. 20	紅菜
" Cabbage, Shanghai, each 40	紅菜
" Cauliflower, 140	紅菜
" Carrots, catty 50	紅菜
" Celery, Chinese, 30	紅菜
" English, 60	紅菜
" Chilies Dried, 130	紅菜
" Red, 160	紅菜
" Curry Stuff, English, 40	紅菜
" Cucumbers, 40	紅菜
" Bitter Squash, 40	紅菜
" Garlic, 40	紅菜
" Ginger, young, 50	紅菜
" Horse Radish, S'hai, 120	紅菜
" Indian Corn, 10	紅菜
" Lettuce, (English), each 10	紅菜
" Mushrooms, Fresh, catty 30	紅菜
" Onions, Bombay, 60	紅菜
" Green, 30	紅菜
" Shallots, 40	紅菜
" Japanese, 140	紅菜
" Parsley, English, bundle 10	紅菜
" Potatoes, Sweet, catty 20	紅菜
" Shanghai, 20	紅菜
" Japan, 20	紅菜
" American, 30	紅菜
" Foochow, 30	紅菜
" Macao, 30	紅菜
" Pumpkin, 20	紅菜
" Purnaline, 20	紅菜
" Papaw, 25	紅菜
" Radish, dozen 20	紅菜
" Rice, best quality, per picul, 84.50	紅菜
" Common, 40.10	紅菜
" Shalots, catty 40	紅菜
" Spinage, (Chinese), 80	紅菜
" Spinage, 80	紅菜
" Snake Gourd, 40	紅菜
" Tomatoes, 50	紅菜
" Turnips, 30	紅菜
" Turnips, Pouti, (Long), 30	紅菜
" Vegetable Marrow, 30	紅菜
" Water Cress, 30	紅菜

DR LIM BOON KENG.	Chinese Names.
DR LIM BOON KENG.	花柳
A special telegram from Hongkong to the Singapore Free Press announces that the Hon'ble Dr Lim Boon Keng, the young medical practitioner who has already made for himself so distinguished a career as a Queen's Scholar, as a student of medicine and surgery, and as an Unofficial Member of the Legislative Council of this Colony, is probably to go to London in an official capacity with Sir Loh Feng Luh, the Chinese Ambassador. It was only last Monday, when noticing that Dr Ho Kai, of Hongkong, who was to have gone to America with the Chinese Ambassador to Washington, had been asked instead to assist H. E. Shung to inaugurate the Chinese railway system, that we said:—	花柳
The future of China promises many a brilliant opening to those who are in full touch and sympathy with progressive ideas. Who knows but what we shall lose Dr Lim Boon Keng in the same way by and by.	花柳
The news, we think, is based upon an official announcement made public in North China and telegraphed to Shanghai and Hongkong. Sir Loh Feng Luh will arrive here next Tuesday by the French mail en route to England. It may be remembered that when the young lady who recently married Dr Lim Boon Keng, travelled from Vancouver to Yokohama, H. E. Li Hong Chang and Sir Loh Feng Luh were passengers on board, both of these eminent Chinamen having already met Dr Lim Boon Keng in Singapore. Sir Loh Feng Luh received his early training at Foochow, along with his wife, Mr. Wong Kim Mi, the Doctor's father-in-law. There are therefore sufficient private reasons why the Chinese Ambassador to England should think of enlisting the services of one so well qualified by capacity and education to be on the staff of the Embassy in London as Dr Lim Boon Keng. Apart from that Sir Loh Feng Luh knows that a Chinese gentleman who has served in the honorable position of unofficial member of Legislative Council in a British Colony would thereby be duly accredited to the consideration of English officials and private society. We can only repeat what we said the other day. "The future of China promises many a brilliant opening to those who are in full touch and sympathy with progressive ideas." Our prophecy as to Dr Lim Boon Keng is that he will be a great success in the future of China. He is a man of almost illimitable possibilities stands open. It is in the employment of such men as the Hon'ble Dr Ho Kai and the Hon'ble Dr Lim Boon Keng that China will find her most capable and trustworthy servants.—Free Press.	花柳
SINGAPORE GOLF CLUB.	花柳
The final round in the championship between Dr Fowle and Capt. Eccles was played off on the 17th March. Fowle leading by 1 hole over the first eighteen holes. The play was:—	花柳
1. Eccles drove off with a beauty. Fowle's was only up to the second tee. Both sent their second on the green and divided.	花柳
2. The drives lay close to one another, Eccles having the better lie. Fowle's second was beyond, lying badly, he duffed his third and gave up the hole to Eccles, who was on the edge of the green in two. All level.	花柳
3. Fowle was down in 3, and was again 1 up.	花柳
4. Fowle hit an eight yard putt going down in 3. Eccles did not hole out. Fowle 3 up.	花柳
5. Two long drives, followed by two good seconds; Fowle the right in long grass, Fowle on the green got down in 4, and was 4 up.	花柳
6. Eccles drive was on the R. C. Fowle out to the left. Eccles was on the edge of green in two, but Fowle pulled his and playing the odd failed to hole. Eccles threw away the hole by missing a short putt. Fowle still 4 up.	花柳
7. There was an uneventful division in 5—Fowle 4 up.	花柳
8. Eccles drive was on the course. Fowle's lay under the rail, and he duffed his second. Eccles won in 4. Fowle 3 up.	花柳
The third round thus left Fowle with 3 holes in hand and nine to play starting the fourth round.	花柳
1. Eccles had a beauty. Fowle's was close to the semaphore; both on the green in 2, and both lipped the hole for a 3, but divided in 4. Fowle 3 up.	花柳
2. Eccles again got a long shot. Fowle's was close to the semaphore; both on the green in 2, and both lipped the hole for a 3, but divided in 4. Fowle 3 up.	花柳
3. Fowle's iron lay a club's length on the pin and he went down in 2. Eccles being short and to the right he did not hole out. Fowle 5 up.	花柳
4. Fowle's drive was to the right, lying badly. Eccles had a regular scorcher. Fowle did not recover and Eccles won easily. Fowle 4 up.	花柳
5. Eccles pulled his drive and got into long grass. Fowle sent a long straight one. Eccles played a good shot, but went into a ditch which he played out of on to the course. His next went beyond, and Fowle going down in 5 won the hole and the championship for the second year in succession.	花柳
The play all through the match was good. Fowle's 1st and 2nd rounds were done in top form on both occasions, going round in 35, giving an approximate score for the 2nd hole, and Eccles doing a 42 in his second round was one up on Fowle. He played a good game, his driving being splendid all through but his putting was weak. He did his best approach with an old ball, which he used very prettily. He was unfortunate in finding his opponent in top form and in luck for most of the match, but the fight was a good one.	花柳
The championship medal will be presented to Dr Fowle at an anniversary on the 26th, and at the same time Capt. Eccles will receive the special prize given to the runner up by the Hon'ble J. M. Allison.—Singapore Free Press.	花柳

THE REBELLION IN THE PHILIPPINES.

A SPANISH OPINION OF THE SITUATION.

Spain has never dedicated so much attention to the Philippines as at the present moment. A few mutinies and excursions of bandits have taken place there from time to time, but they were always of small importance and were speedily stifled. That amongst these people of such affable character, contented and long suffering, an insurrection of the present vast dimensions, so excellently organized and continued with such tenacity, could take place—nowwithstanding its having been discovered at the very commencement—is a proof that there exists a deep-seated hatred dating from some time past and now widespread in the islands.

The causes of this rising are no longer a secret to anyone. The tyrannical and arbitrary rule of the Spaniards, and the insatiable thirst for gold of the civil servants have been too heavy a burden for the poor and patient native, and at last the day has arrived when he felt that during three centuries of the Spanish dominion, his own proper vigor has grown and, therefore he starts off to defend himself. Secret associations sprang up which in error have been called Masonic lodges, and which become constituted into centres of conspiracy, educating the masses to throw off the Spanish yoke. These associations have been in operation for some time without being discovered by the Government or their monarchical directors, although their existence was suspected, and efforts were made to detect them.

Some time back the first notices of this state of the country arrived in Europe. In the month of April, 1896, a Philippine programme of the rebels now in arms was printed, but the Government were unable to discover its origin. The requests and protestations of the insurgents prove clearly that they have considered the sufferings of the country and now ask:

1. The expulsion of all the Friars, with the sole exception of the Jesuit fathers.
2. The appointment of just and honorable men to the civil service, and, especially for the Provinces, only of those having a knowledge of the country.
3. To curtail the powers of the Civil Guard in order that the natives may be protected from the frequent abuses of which the latter are the victims.
4. Autonomy of administration, and representation in the Spanish parliament.
5. They do not object to pay the heavy taxes imposed upon them, on condition that the money collected is devoted exclusively to the necessities and improvement of the country.

The insurgents have not mulcted any foreigners; an Englishman saved Manila from a dire calamity. The first position occupied by the insurgents was the Marikina aqueduct, with the intention of destroying the same. An English engineer told the insurgents that not alone the Spaniards, but also the foreigners and their own countrymen would be the sufferers, when the insurgents immediately desisted from destroying the waterworks. The foreigners did not lose their serenity, because they knew that the rebels were only fighting against the Spaniards and partisans of the Friars, who became crazy with fright.

When the first reinforcements arrived, they were received with triumphal arches, banners, frenzied enthusiasm like a victorious army.

It was at one of these banquets that Don Rafael Comenge, President of the Spanish Casino, made his notorious speech advocating the extermination of the insurgents, and to show them no quarter and to treat them as savage and ferocious beasts. Beautiful sentiments, as the end of this Nineteenth Century, for a prominent official of a civilized nation to utter.

The Spanish partisans of the Friars did not know that by such jubilation they were only proving how great had been their fright. These demonstrations were repeated until the judicious General Blanco put a stop to them as ridiculous.

In order to force prisoners to confess all kinds of tortures of the Middle Ages and the Inquisition were resorted to. In the Province of Nueva Ecija prisoners were bound hand and foot and thrown into the water. They were also subjected to the most cruel tortures. The Spaniards are now in a state of confusion. They are now in a state of confusion. They are now in a state of confusion.

As a contrast to the above, we publish the following leading article from El Comercio (Manila) of the 8th inst.:

THE TAIL OF SATAN.

When it was known yesterday that a heavy cannonade was taking place in the direction of Salitan, all the world supposed that the moment was approaching for a fresh and most brilliant victory for our brave army; and we were not deceived. Salitan, the outpost of rebel Iloilo, fell yesterday morning into the hands of our brave soldiers; the unconquerable and triumphant Spanish flag waving, shortly after commencing the attack on the walls of the estate house, hoisted by the valiant Colonel Alarín.

The traitor forces fled as usual, incapable of resisting for one instant the impulse of our bayonets. Thus fell Salitan, considered invulnerable; thus fell Petros Damascas, notwithstanding the extensive lines of trenches and that will fall every day, including Iloilo, their last stronghold, as soon as the illustrious General

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THE TAIL OF SATAN.

Intimations.

G. FALCONER & Co., JEWELLERS, WATCH-MAKERS AND OPTICIANS, QUEEN'S ROAD.

CHOICE SELECTIONS OF LONDON-MADE JEWELLERY and ENGLISH STERLING SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES SPECIALLY CONSTRUCTED FOR THE EASTERN CLIMATE.

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Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

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IN CASES OF 4 DOZ. QUARTS OR 6 DOZ. PINTS AT \$13.00.

One WATERBURY NICKEL WATCH will be given away with every Two Cases Beer.

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BARRETTO & Co., Sole Agents for the MINNEAPOLIS BREWING CO.

Hongkong, 8th March, 1897.

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A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LIBEL CASE OF REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of PITMAN V. KESWICK.

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With Woodcuts.

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WEEKLY NEWS FOR HOME.

The Overland China Mail.

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WASHING BOCK.

(In English and Chinese.) WASHING BOCK, for the use of Ladies and Gentlemen, can now be had at the China Mail Office, 8th March, 1897.

To Let.

TO LET.

From 1st April, 1897.

N. O. 9, QUEEN'S GARDENS.
Apply to
G. C. ANDERSON,
15, Prince Central.
Hongkong, February 25, 1897. 396

TO LET.

From 1st May or 1st June.

TWO Excellent HOUSES in STEWART TERRACE, the PEAK, containing FIVE rooms each, with VERANDAH front and back, handsomely glazed in and in good repair.
Will be let singly, or the two as one house.
Apply to
M. E. FRICKEL & Co.
Hongkong, March 16, 1897. 443

TO LET.

DWELLING HOUSES in RIVER TERRACE, the PEAK, containing FIVE rooms each, with VERANDAH front and back, handsomely glazed in and in good repair.
Will be let singly, or the two as one house.
Apply to
M. E. FRICKEL & Co.
Hongkong, March 16, 1897. 443

TO LET.

THE SPACIOUS GODOWN, YARD and DWELLING of the Hongkong Steam Laundry Co., Ltd., Situated at Bowring Road.
Apply to
A. O. D. GOURDIN,
Secretary.
Hongkong, March 2, 1897. 438

TO LET.

NOS. 2 and 3, STEWART TERRACE (The Peak).
Apply to
J. W. NOBLE.
Hongkong, August 28, 1895. 1742

Fees for Public Vehicles.

IN VICTORIA WITH TWO BEARERS.
Half hour . . . 0.10
One hour . . . 0.20
Two hours . . . 0.40
Three hours . . . 0.60
Four hours . . . 0.80
Five hours . . . 1.00
Six hours . . . 1.20
Seven hours . . . 1.40
Eight hours . . . 1.60
Nine hours . . . 1.80
Ten hours . . . 2.00
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Five hundred and thirty-four hours . . . 106.80
Five hundred and thirty-five hours . . . 107.00
Five hundred and thirty-six hours . . . 107.20
Five hundred and thirty-seven hours . . . 107.40
Five hundred and thirty-eight hours . . . 107.60
Five hundred and thirty-nine hours . . . 107.80
Five hundred and forty hours . . . 108.00
Five hundred and forty-one hours . . . 108.20
Five hundred and forty-two hours . . . 108.40
Five hundred and forty-three hours . . . 108.60
Five hundred and forty-four hours . . . 108.80
Five hundred and forty-five hours . . . 109.00
Five hundred and forty-six hours . . . 109.20
Five hundred and forty-seven hours . . . 109.40
Five hundred and forty-eight hours . . . 109.60
Five hundred and forty-nine hours . . . 109.80
Five hundred and fifty hours . . . 110.00
Five hundred and fifty-one hours . . . 110.20
Five hundred and fifty-two hours . . . 110.40
Five hundred and fifty-three hours . . . 110.60
Five hundred and fifty-four hours . . . 110.80
Five hundred and fifty-five hours . . . 111.00
Five hundred and fifty-six hours . . . 111.20
Five hundred and fifty-seven hours . . . 111.40
Five hundred and fifty-eight hours . . . 111.60
Five hundred and fifty-nine hours . . . 111.80
Five hundred and sixty hours . . . 112.00
Five hundred and sixty-one hours . . . 112.20
Five hundred and sixty-two hours . . . 112.40
Five hundred and sixty-three hours . . . 112.60
Five hundred and sixty-four hours . . . 112.80
Five hundred and sixty-five hours . . . 113.00
Five hundred and sixty-six hours . . . 113.20
Five hundred and sixty-seven hours . . . 113.40
Five hundred and sixty-eight hours . . . 113.60
Five hundred and sixty-nine hours . . . 113.80
Five hundred and seventy hours . . . 114.00
Five hundred and seventy-one hours . . . 114.20
Five hundred and seventy-two hours . . . 114.40
Five hundred and seventy-three hours . . . 114.60
Five hundred and seventy-four hours . . . 114.80
Five hundred and seventy-five hours . . . 115.00
Five hundred and seventy-six hours . . . 115.20
Five hundred and seventy-seven hours . . . 115.40
Five hundred and seventy-eight hours . . . 115.60
Five hundred and seventy-nine hours . . . 115.80
Five hundred and eighty hours . . . 116.00
Five hundred and eighty-one hours . . . 116.20
Five hundred and eighty-two hours . . . 116.40
Five hundred and eighty-three hours . . . 116.60
Five hundred and eighty-four hours . . . 116.80
Five hundred and eighty-five hours . . . 117.00
Five hundred and eighty-six hours . . . 117.20
Five hundred and eighty-seven hours . . . 117.40
Five hundred and eighty-eight hours . . . 117.60
Five hundred and eighty-nine hours . . . 117.80
Five hundred and ninety hours . . . 118.00
Five hundred and ninety-one hours . . . 118.20
Five hundred and ninety-two hours . . . 118.40
Five hundred and ninety-three hours . . . 118.60
Five hundred and ninety-four hours . . . 118.80
Five hundred and ninety-five hours . . . 119.00
Five hundred and ninety-six hours . . . 119.20
Five hundred and ninety-seven hours . . . 119.40
Five hundred and ninety-eight hours . . . 119.60
Five hundred and ninety-nine hours . . . 119.80
Six hundred hours . . . 120.00
Six hundred and one hours . . . 120.20
Six hundred and two hours . . . 120.40
Six hundred and three hours . . . 120.60
Six hundred and four hours . . . 120.80
Six hundred and five hours . . . 121.00
Six hundred and six hours . . . 121.20
Six hundred and seven hours . . . 121.40
Six hundred and eight hours . . . 121.60
Six hundred and nine hours . . . 121.80
Six hundred and ten hours . . . 122.00
Six hundred and eleven hours . . . 122.20
Six hundred and twelve hours . . . 122.40
Six hundred and thirteen hours . . . 122.60
Six hundred and fourteen hours . . . 122.80
Six hundred and fifteen hours . . . 123.00
Six hundred and sixteen hours . . . 123.20
Six hundred and seventeen hours . . . 123.40
Six hundred and eighteen hours . . . 123.60
Six hundred and nineteen hours . . . 123.80
Six hundred and twenty hours . . . 124.00
Six hundred and twenty-one hours . . . 124.20
Six hundred and twenty-two hours . . . 124.40
Six hundred and twenty-three hours . . . 124.60
Six hundred and twenty-four hours . . . 124.80
Six hundred and twenty-five hours . . . 125.00
Six hundred and twenty-six hours . . . 125.20
Six hundred and twenty-seven hours . . . 125.40
Six hundred and twenty-eight hours . . . 125.60
Six hundred and twenty-nine hours . . . 125.80
Six hundred and thirty hours . . . 126.00
Six hundred and thirty-one hours . . . 126.20
Six hundred and thirty-two hours . . . 126.40
Six hundred and thirty-three hours . . . 126.60
Six hundred and thirty-four hours . . . 126.80
Six hundred and thirty-five hours . . . 127.00
Six hundred and thirty-six hours . . . 127.20
Six hundred and thirty-seven hours . . . 127.40
Six hundred and thirty-eight hours . . . 127.60
Six hundred and thirty-nine hours . . . 127.80
Six hundred and forty hours . . . 128.00
Six hundred and forty-one hours . . . 128.20
Six hundred and forty-two hours . . . 128.40
Six hundred and forty-three hours . . . 128.60
Six hundred and forty-four hours . . . 128.80
Six hundred and forty-five hours . . . 129.00
Six hundred and forty-six hours . . . 129.20
Six hundred and forty-seven hours . . . 129.40
Six hundred and forty-eight hours . . . 129.60
Six hundred and forty-nine hours . . . 129.80
Six hundred and fifty hours . . . 130.00
Six hundred and fifty-one hours . . . 130.20
Six hundred and fifty-two hours . . . 130.40
Six hundred and fifty-three hours . . . 130.60
Six hundred and fifty-four hours . . . 130.80
Six hundred and fifty-five hours . . . 131.00
Six hundred and fifty-six hours . . . 131.20
Six hundred and fifty-seven hours . . . 131.40
Six hundred and fifty-eight hours . . . 131.60
Six hundred and fifty-nine hours . . . 131.80
Six hundred and sixty hours . . . 132.00
Six hundred and sixty-one hours . . . 132.20
Six hundred and sixty-two hours . . . 132.40
Six hundred and sixty-three hours . . . 132.60
Six hundred and sixty-four hours . . . 132.80
Six hundred and sixty-five hours . . . 133.00
Six hundred and sixty-six hours . . . 133.20
Six hundred and sixty-seven hours . . . 133.40
Six hundred and sixty-eight hours . . . 133.60
Six hundred and sixty-nine hours . . . 133.80
Six hundred and seventy hours . . . 134.00
Six hundred and seventy-one hours . . . 134.20
Six hundred and seventy-two hours . . . 134.40
Six hundred and seventy-three hours . . . 134.60
Six hundred and seventy-four hours . . . 134.80
Six hundred and seventy-five hours . . . 135.00
Six hundred and seventy-six hours . . . 135.20
Six hundred and seventy-seven hours . . . 135.40
Six hundred and seventy-eight hours . . . 135.60
Six hundred and seventy-nine hours . . . 135.80
Six hundred and eighty hours . . . 136.00
Six hundred and eighty-one hours . . . 136.20
Six hundred and eighty-two hours . . . 136.40
Six hundred and eighty-three hours . . . 136.60
Six hundred and eighty-four hours . . . 136.80
Six hundred and eighty-five hours . . . 137.00
Six hundred and eighty-six hours . . . 137.20
Six hundred and eighty-seven hours .